

Spring 2015 High School Restraint Usage



PROVIDED TO THE CALIFORNIA OFFICE OF TRAFFIC SAFETY JUNE, 2015
WILLIAM H. BOMMER, PHD
PROJECT COORDINATOR
CALIFORNIA STATE UNIVERSITY, FRESN
FRESNO, CALIFORNIA 93740-0090



Spring 2015 Executive Summary

The 2015 High School Survey of Teen Drivers and Front Seat Passengers is designed to evaluate teen restraint usage across the state of California. The 2015 survey was the second year using a new methodology. This new approach allowed for a more efficient collection of teen driver and passenger information, while simultaneously providing representative data for the state of California.

The 2015 High School Survey of Teen Drivers went according to plan. All sites were collected as planned meaning that 98 schools across 14 counties were surveyed and a total of 17,218 observations were made. Of these 17,218 observations, 14,074 involved vehicles operated by teen drivers.

The other 3,144 observations came from vehicles operated by older drivers but were still observed to determine whether or not their teen passengers were using restraints and to determine if there is a differential belt usage rate for passengers in vehicles with a teen driver versus an "adult" driver.



The overall usage rate in 2015 was 95.98% and the standard error was

only a 0.55% error rate (compared to a 95.19% with a 0.6% error rate in 2014). As a result, we can be 95% confident that the actual seat belt usage rate was between 94.88% and 97.08%. For historical comparisons, the rate is within 1% of the 2014 rate of 95.19 and within 1% of the 2013 rate of 96.91% (which was calculated using the previous survey methods).

Further analyses of the results found that restraint usage in pickup trucks lagged other vehicles but that the gap has closed significantly, teen drivers were more likely to be restrained than teen passengers, and that females were slightly more likely to be restrained than males. Lastly, usage rates across the state were fairly consistent with all counties surveyed exceeding 91% and ranging from 91.05% in Monterey to 100% in Sacramento counties.

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Usage Rates by Vehicle Type

The results presented here show the restraint usage rates of high school students by the type of vehicle in which they are occupants. The categories used in the current survey are autos, SUVs and vans, and pickup trucks. Previous surveys have shown a consistently lower rate of restraint use among the occupants of pickup trucks than other vehicle types.

The 2015 results mirror those of 2014 with autos being highest, then SUVs/Vans, and pickup trucks being the lowest. In recent years, however, the gap between pickup truck restraint usage and the other vehicles has narrowed significantly.

While restraint usage by the occupants of pickup trucks still lags the other vehicle types, this gap has become increasingly small

and if trends continue, this gap could disappear altogether within the not too distant future.

Combined Data – All Occupants by Vehicle Type

	Auto	SUV/Van	Pickup	All
Usage Rates	96.83	96.08	93.33	95.98
Standard Error	.008	0.005	0.016	.006
Sample Sizes	10,061	4,771	2,386	17,218
95% Confidence Interval	95.30-98.36%	95.12-97.03%	90.19-96.46%	94.88-97.08%

Usage Rates for Drivers

The results presented below represent usage rates for teen drivers only. The 2015 survey found that 96.43% of teen drivers were restrained. This is slightly higher than the 96.16%

usage rate reported in 2014 and should be considered to be consistent with the usage rate of the general population in the state of California (i.e., 97.07% for the general public in 2014). The 2015 survey represents the third survey in a row where the teen rates closely mirror the overall usage rates of adults. This reverses a long-standing pattern of teen usage rates significantly lagging the general population.

Compared to the 2014 survey, the 2015 results suggest that the drivers of autos (91.10% in 2015 versus 96.56% in 2104) and SUVs/Vans (96.57% in 2015 versus 96.64% in 2014) were restrained at approximately the same rate, while the drivers of pickup trucks showed an almost 1% increase (94.26% in 2015 versus 93.29% in 2014).





Driver Only Data – by Vehicle Type

	Auto	SUV/Van	Pickup	All
Usage Rates	97.10	96.57	94.26	96.43
Standard Error	.011	0.007	0.023	.009
Sample Sizes	6,400	2,512	1,434	10,346
95% Confidence Interval	94.91-99.28%	95.22-97.93%	89.67-98.84%	94.64-98.23%

Usage Rates for Passengers

The results below show the restraint usage rates for the vehicle's front seat passengers.

The rates for front seat passengers are estimated in the same way that the combined rates and the driver-only rates are estimated.

The results for passengers are calculated for all teen passengers, but are subdivided by teens with an adult driver, or with a teen driver.

At an overall level, passengers surprisingly showed a lower usage rate when they were with "adult" drivers than with teen drivers. It is likely that enforcement and restrictions placed on teen drivers have made teen drivers more diligent





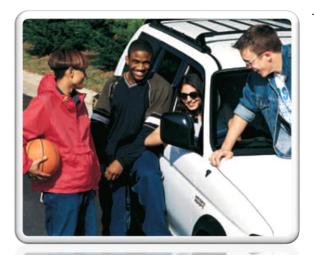
about requiring their passengers to be restrained.

Passenger Only Data – by Driver Type

	Adult Driver	Teen Driver	All
Usage Rates	94.71	96.08	95.34
Standard Error	.013	.009	.008
Sample Sizes	3,155	3,728	6,883
95% Confidence Interval	92.04-97.37%	94.30-97.87%	93.76-96.93%

Usage Rates by Occupant Gender

This data shows the restraint usage rates for teen occupants by gender. Usage rates are estimated in the same way that the combined rates and the rates by occupant type (i.e., driver or passenger) are estimated.



The results reflect the relatively consistent patterns exhibited in recent years. Female drivers are more likely to wear their belts, but this gap has decreased significantly in recent years and both genders have increased usage rates considerably in and are both very high in absolute terms.

Combined Data – by Gender

	Males	Females	All
Usage Rates	95.74	96.25	95.98
Standard Error	.007	.006	.006
Sample Sizes	8,734	8,463	17,197
95% Confidence Interval	94.36-97.12%	95.04-97.45%	94.88-97.08%

Usage Rates by County

This table shows the combined (drivers and passengers) restraint usage rates in each of

the fourteen counties surveyed. These specific counties were selected to provide a representative sampling of California. For the third year in a row, all counties exceeded 90%, with all counties exceeding 91% in 2015.

There does not appear to be a significant geographic pattern for the 2015 results. Restraint usage has increased across the state, and that increase appears to be very broad in its scope. In terms of specific counties, Monterey and Kern counties were in the bottom three counties for the second year in a row, while Riverside and Fresno counties were in the top four counties for the second year in a row.



Combined Usage Rates - by County

County	Spring 2015 Combined Usage Rate	Standard Error
Sacramento	100.00%	.000
Fresno	99.90%	.001
Riverside	99.79%	.001
Merced	99.28%	.005
Sonoma	98.42%	.004
Los Angeles	97.42%	.011
Alameda	97.26%	.002
Mendocino	96.93%	.005
Shasta	96.52%	.010
San Diego	96.06%	.008
San Bernardino	94.90%	.012
El Dorado	94.26%	.010
Kern	92.92%	.018
Monterey	91.05%	.011
Statewide	95.98%	.006